

Meeting Summary  
EWA TRANSPORTATION COALITION  
Wednesday, August 15, 2006  
Kapolei Hale, Conference Room A

**Attendees:**

**Legislators**

James Nakatani (Cong Case Staff)  
Sen. Willie Espero (Senate District 20)  
Rep. Mark Moses (House District 40)  
Trina Ishii (Sen Brian Kanno Staff)  
Tom Berg (Rep Cabanilla Staff)  
Hiroko Nakamura (CM Cachola Staff)  
Guy Kaulukukui (CM Apo Staff)  
Wendy Sefo (CM Apo Staff)  
Charmaine Doran, CM Apo Staff)  
Gemma Espresion (CM Apo Staff)

**City and County of Honolulu**

James Burke (Dept of Trans Svcs)  
Brian Suzuki (Dept of Trans Svcs)  
Mike Oshiro (Dept of Trans Svcs)  
Bob Stanfield (Dept of Planning Permitting)  
Claire Tamamoto (Transp Commission)

**State of Hawaii**

Scott Ishikawa (Dept of Transp)  
Stanton Enamoto (HCDA)  
Pearlyn Fukuba (HCDA)

**Auxiliary Organizations**

Gordon Lum (OMPO)  
Dean Uchida (LURF)  
Pat Lee (HHCTCP)

**Developers**

Carleton Ching (Castle & Cooke Homes)  
Garrett Matsunami (Castle & Cooke Homes)  
Sherman Wong (Castle & Cooke Homes)  
Donna Goth (Kapolei Property Development LLC)  
Theresia McMurdo (Campbell Estate)  
Nancy Maeda (Haseko Ewa, Inc.)  
Sharene Saito-Tam (Haseko Ewa, Inc.)  
Lisa Enanoria (Haseko Ewa, Inc.)  
Debra Luning (Gentry Homes)  
Matt Myllykangas (Ford Island Properties)  
Steven Kothenbeutel (Avalon Development)  
Steve Colon (Hunt Buildings Co.)  
Lawrence Spurgeon (Parsons Brickerhoff)

**Neighborhood Boards**

Rich Hargrave (Ewa NHB #23)  
Robert Normand (Candidate District 42)

**Other**

Tesha Malama (Ewa Villages HOA)  
Georgette Stevens (Grace Pacific)  
Kendys Fukuda (HECO)  
Colin Chang (HECO)

**Facilitator:** Councilmember Todd Apo

**Recorder:** Gemma Espresion

## **I. Introduction**

Meeting called to order at 9:15 a.m. by Councilmember Apo. Welcoming remarks were made and everyone present was thanked for their attendance. The purpose of the meeting is to continue to coordinate and improve transportation infrastructure developments and completion in Ewa, Ewa Beach and Kapolei.

## **II. Update: State of Hawaii – Department of Transportation (DOT)**

Scott Ishikawa, Community Development Specialist reported:

- ❑ Fort Weaver Road Widening, Farrington Highway to Aawa Street (Phase I)
  - Phase I of the widening project has been completed.
- ❑ Fort Weaver Road Widening, Phase II (Aawa Street to Geiger Road)
  - Federal Highway Administration (FHWA) has concurred in the award of the design-build contract. However, the bid was higher than the DOT estimate. DOT is seeking additional State funds to fund the project. It is expected that design/construction would commence by the end of the year.
- ❑ Fort Barrette Widening, Farrington Highway to Barber's Point
  - This \$20 million project to widen Fort Barrett Road to four lanes is in the environmental assessment process. If the EA process moves ahead with no protests, DOT expects to begin widening work in Summer 2008.
- ❑ North-South Road (Phase 1A)
  - This project will connect North-South Road from the city's Kapolei Parkway to the H-1 Freeway.
  - Thanks to the State Legislature, the budget for this project was approved.
  - DOT will advertise for the remainder of Phase 1 of this project by the end of the year.
  - DOT hopes to complete construction of Phase 1 by the end of 2008. While the first phase will consist of half of the six-lane road, DOT will strip it for four lanes for the interim to accommodate the morning and afternoon rush-hour traffic.
  - DOT are in construction of Phase 1-A. Phase 1-B will construct three lanes (striped for four) from Kapolei Parkway to Farrington Highway. Phase 1-C will go from Farrington Highway to the H-1, with a complete freeway interchange.

- Phase 2 of the project will finish the North-South Road to its complete six-lane configuration.
- ❑ H-1 Freeway Interchange
  - This \$60 million project to widen the freeway to six lanes heading Ewa-bound was completed in June 2006. So far, the extra lane has reduced the rush-hour commute between 5 and 15 minutes.
  - DOT is looking into the feasibility of widening the Waipahu off ramp overpass and the H-1 and H-2 split to alleviate bottleneck in these areas.

### **III. City and County of Honolulu – Department of Transportation Services (DTS)**

- ❑ Lawrence Spurgeon, Parsons Brickerhoff provided an update and slide presentation overview on the Honolulu High-Capacity Transit Corridor Project:
  - The project consists of four alternatives: No Build, Transportation System Management (TSM), Managed Lane, and Fixed Guideway
  - Managed Lane Alternative #3:
    - Construction of a two-lane grade-separated guideway Waipahu to Downtown Honolulu
    - Two options:
      - Two-lane reversible
      - One-lane in each direction
    - “Manage” use of lanes, to maintain free-flow speeds for buses
    - Allow up to available capacity:
      - High-occupancy vehicles (HOVs)
      - Toll-paying single occupant vehicles (with variable pricing)
  - Fixed Guideway Alternative #4:
    - Fixed guideway system
      - High Capacity
      - Reliable travel times
      - Integrated with bus, parking, bicycling and walking
    - Multiple alignment options to mix-and-match by geography
    - Four technologies being considered
  - Operating details:
    - When will it run?
      - From 4 a.m. to midnight, every 3 to 6 minutes
    - How much will it cost?
      - Same as TheBus, can use a transfer from one to the other
    - How long will it take?
      - Kapolei to Downtown – 35 to 41 min
      - Leeward CC to Downtown – 20 to 25 min

- Airport to Ala Moana – 12 to 28 min
- UH Manoa to Downtown – 9 to 12 min

➤ Schedule:

- December 2005 Scoping Meetings has been completed
- January 2006-October 2006 Technical Studies and Public Outreach
- November 2006 Issue Alternative Analysis Report
- November/December 2006 Public Hearing on Alternatives Analysis
- December 2006 City Council selects Locally Preferred Alternative

➤ Community updates:

- August 8, 2006 at 7:00 p.m. Mililani High School
- August 14, 2006 at 6:30 p.m. Kalani High School
- August 28, 2006 at 6:00 p.m. Farrington High School
- Additional meetings will be conducted in September and October

➤ Cost of project:

- Cost is estimated at \$4 billion
- Define long-range plan for corridor (2009)
- Selection of alignment and general station locations will take approximately six months from conception

□ Brian Suzuki, from the Dept. of Transportation Services gave the following summary report on Kamokila Boulevard Extension:

- The work tasks required for planning and preparation of environmental assessment which must be federally compliant document.
- A final environmental assessment was published on August 8, 2006.
- Next step is for the Design Phase and bring consultant on board.
- Estimated timetable for design phase to be completed: September 2006.
- Estimated timetable for construction to be completed: September/October 2007.
- DTS/consultant is seeking additional construction funding for the project.
- A Memo of Understanding has been sent to the Railroad Society to satisfy railroad crossing.
- DTS/consultant has coordinated planning to secure the OR&L right-of-way with Campbell Estate.

□ James Burke of the Dept. Transportation Services reported on the relocation of the Kapolei Transit Center:

- Existing Transit Center
  - The existing Kapolei Transit Center will be demolished before the end of this year.

- The transit center was constructed six years ago on property dedicated as a right-of-way for a future on-ramp to the H-1 Freeway.
- The City agreed with the State Department of Transportation and Campbell Estate to construct the existing transit center as an interim facility and vacate the property when notified.
- Notice was received from Campbell Estate on 6/1/06 and plans have been made to demolish and clear the site before the end of the year.
- Bids will be advertised on August 28, 2006. Bid opening is set for September 21, 2006.
- Temporary relocation of the transit center bus operations
  - City transit planners had an initial Meeting with Campbell Estate to discuss a site for the temporary transit center.
  - The preferred location for the City is on Haumea Street, behind the Bank of Hawaii building.
  - City planners recognize that a segment of Haumea Street is not complete and traffic control is an issue.
  - A follow-up meeting will be held with Campbell Estate for further discussion.
  - The target date to move to the temporary transit center is November 1, 2006.
- Permanent Kapolei
  - Planning for the permanent transit center will be coordinated with Campbell Estate.
  - Roadway and utility infrastructure must be completed first.
  - Time schedule is unknown at this time.
- Brian Suzuki, from the Dept. of Transportation Services gave the following summary report on Keaunui Drive Traffic Calming:
  - Concerns about safety measures at the intersections of Kolowaka and Keaunui Drive were discussed. Rich Hargrave entertained the idea of implementing a round-about in this vicinity.
  - DOT will put up speed counts at these intersections to monitor the situation.

#### **IV. Update: Kapolei Development – Kapolei Property Development LLC**

- Donna Goth, President of Kapolei Property Development LLC reported on the following projects:
  - In a move designed to fast track solutions to traffic congestion in the City of Kapolei, Kapolei Property Development (KPD), announced plans to build nearly a mile of Kapolei Parkway between Fort Barrette Road and Kamokila Boulevard at a cost of \$15 million.

- Construction of Kapolei Parkway will provide an alternate route through the City of Kapolei and improve traffic flow between the residential areas (Makakilo, the Villages of Kapolei and Ewa). It will also relieve the congestion on Farrington Highway fronting Kapolei Shopping Center.
  - The original projected completion date of this portion of Kapolei Parkway is 2010; however, if all the stars align, it is possible to complete the roadway by the end of 2008.
  - The design phase of the project is already underway and construction will begin when subdivisions and permits are issued.
  - Kapolei Parkway is part of the six priority projects in the Ewa Highway Master Plan which could receive funding from impact fees. By KPD fronting the cost, impact fee credits can be applied.
  - D.R. Horton is building the portion of Kapolei Parkway that connects Fort Barrette Road.
  - The completed portions of Kapolei Parkway include: Fort Barrette to Kapolei Middle School to the east and Kamokila Boulevard to Kalaeloa Boulevard to the west.
  - KPD also announced that, in response to community concerns about the Makakilo Farrington intersection, KPD is pledging as much as \$900,000 as its share of the cost to increase the capacity of the intersection.
  - Work will include widening the section of Makakilo Drive between Makakilo Interchange and the Farrington Highway intersection.
  - This project may be completed by 2008 if fast-tracked through the permitting process.
  - This is a new project funded entirely by the private sector and will not involve government funds.
- Campbell Estate has already committed \$10 million to fast track three other road projects:
- **Kapolei and Makakilo Interchanges** – KPD is contributing \$2 million toward the planning and design of the on- and off-ramps and the flyover interchange. Planning and design are nearing completion and groundbreaking is scheduled for the end of the year. The project includes a westbound on-ramp at the Makakilo Interchange and an off-ramp by the Hawaiian Waters Adventure Park. The Kapolei Interchange will be located next to the Kapolei Entertainment Center across from Wakea Street. These improvements will alleviate traffic by giving drivers a third interchange in and out of Kapolei. Completion is expected by 2008.
  - **Kamokila Boulevard extension** – KPD is contributing \$2 million to build approximately two-thirds or 625 feet of the 925-foot extension of Kamokila Boulevard from Kapolei Parkway to the mauka side of the drainage ditch. The City has committed to building the remaining 300 feet from the drainage ditch to Roosevelt Avenue. This project will allow traffic to bypass the urban core and give motorists quicker access to Ewa Beach via Roosevelt Avenue, and to Makakilo via Fort Barrette Road. Design of phase 1 is completed and construction is expected to begin at the end of the year.

- **Kama'aha Avenue and Manawai Street extensions** – KPD is spending \$6 million to provide an alternate route through the City of Kapolei between Kamokila Boulevard and Fort Barrette Road. The road will allow traffic to bypass busy Farrington Highway fronting Kapolei Shopping Center. The road is nearly complete and will be opening in mid-August.

## **V. Kalaeloa Redevelopment Commission**

- Stanton Enomoto, Director of Hawaii Community Development Authority (HCDA) gave the following summary report:
  1. Road Improvement Projects:
    - a. Kamokila Boulevard Extension
    - b. DHHL Shopping Center Connection – timed to construction
    - c. Wakea Street Extension – as Mehana development progresses
  2. Road construction projects face challenge of crossing energy corridor, railroad, and drainage canal.
  3. Other Kalaeloa Transportation Updates:
    - a. Improvements to entrances – Fort Barrette Gate and Geiger Gate – demolishing guard shacks and removing visual obstructions.
    - b. Ingress/egress – The Navy has leased property near Makai Housing to SWR, Inc. for vehicle storage. The property includes Midway Road and the SWR has closed this road between Bougainville and Saratoga. This resulted in complaints from area residents and has added vehicles to Roosevelt.
    - c. HCDA is coordinating with DOT, City, HPD, Navy on improving road safety.
    - d. Increasing public transportation in consideration of State initiative to provide additional transitional housing in Kalaeloa.
  4. Overall development plan (Master Plan) was briefed to the Governor and inclined to believe that approval is forthcoming.

## **VI. Adjournment**

Meeting was adjourned at 10:15 a.m.